

AUTOMOBILE AND GARAGE NEWS

A Week's Sales By Von Hamm-Young Company.

The past week has been another busy one with the von Hamm-Young Company in the automobile sales and repair departments.

The S. S. Honolulu brought a Packard truck which had been especially ordered by the Kilianer Volcano House Company, and this car was shipped on the Claudine to Hilo this week. It will be equipped with a special body which has been built on the islands for carrying passengers and freight.

The Kilianer Volcano House Company is one of the first concerns in these islands to use the Packard truck in this freight and passenger service. It is their intention to use same to transfer passengers from the Hilo Railway Company's terminus at Glenwood to the Volcano House and to the Volcano crater.

A duplicate of this truck is now on the way from the factory for the same people, and should be here within the next two or three weeks. This other car will be used together with the one which was shipped up there this week.

The much talked of Cadillac found several more enthusiastic purchasers this week. A fine little Runabout was delivered to the Wailua Agricultural Company, and another splendid five passenger touring car was delivered to Mr. W. O. Aiken, of Maui.

The wonderful self-starting device on the Cadillac cars is still creating a great deal of enthusiasm among automobilists, and it may be of interest to know that in a recent test as to the pulling powers of the Cadillac electric starting device by a prominent automobile dealer in the State of Ohio, two important facts were made clear: First that it has sufficient power or pulling torque for every possible condition, such as stiffness of motor and lubricating oil when weather conditions are below zero. Second, sufficient source of energy for extreme conditions.

The test was made on one of the steepest hills in Ohio, and in climbing the hill the spark plugs were removed from the cylinder heads so that all who saw the self-starter perform the feat might know that no power other than that of the self-starter was used. The wonderful Cadillac electric starter furnished the power to take the car up the hill and run the machine for forty-one and a half minutes. Such a strain on the source of energy would never be found necessary for starting purposes.

The Cadillac Electric Starting Device gives in addition to its starting facilities an electric lighting equipment as convenient and reliable as the electric lights in your home. Recharging is done automatically while you are driving the car. All Cadillac models for 1912 are equipped with this wonderful starting and lighting plant.

The first Greater Hupmobile touring car which the von Hamm-Young Company received last week, and which was so greatly admired, was sold to Mrs. A. L. Hutchinson. This car has created no end of enthusiasm, and a number of sales have been booked for this wonderful little car.

Among other cars which were delivered during the past week by the von Hamm-Young Co. was included one of the sturdy little Everitt "30" touring cars, which was sold to Mr. T. Takano.

Mr. R. B. Booth purchased one of the pretty and reliable little Buick runabouts, and a splendid Overland touring car was delivered to Mr. J. Coombs.

A very interesting story has just been received by the von Hamm-Young Company how one of these Overland cars, a duplicate of the one delivered to Mr. Coombs during the week, defeated a whole bunch of cars which are selling at a much higher price, and which are rated with more powerful horsepowers. This little car covered itself with glory in the recent 200 mile road race at Fresno, Cal., covering the course in four hours, three minutes and sixteen seconds. When the Overland flashed across the finish line competing cars were trailing behind at various distances. The big Elmore finished twenty-seven minutes after the Overland, and the Fluinders had finished but eight laps, the Buick eight laps, Warren eleven laps, and the E. M. F. nine laps. Two other cars had been withdrawn for various reasons.

Of the nine starters, seven cars were on the course at the finish. The Overland was the first to reach the 100 mile mark and stopped but once during the race.

The Fresno Republican under whose auspices the event was held says of the Overland: "The big surprise was furnished by the sturdy little Overland under the excellent driving of Tom McKelvey. The car responded to his bidding without a bobble. The race will go down in history as one of the most successful events over rough roads, with sharp turns, in central California. The Overland averaged about fifty miles an hour."

ASSOCIATED MAN ON CARE OF CAR

"Do not imagine for a moment that because someone else climbs a hill on high gear that you cannot make with your car without overworking the motor, that he has a better car than you," said Frank E. Howes, of the Associated Garage in talking about cars in general. "Perhaps he is pulling it down to the last gasp or maybe the car is geared lower or has smaller wheels or tires. It is possible, of course, to gear a car so low that it will take any hill on high, but the car so geared is never as satisfactory on level ground or average driving; the higher geared cars always proving the most satisfactory when properly handled by an experienced driver."

"Do not allow anyone to tell you that the carburetor needs adjustment simply because it 'spits' back and has little power when first started up. If the carburetor is properly adjusted, the motor must always be allowed to warm up thoroughly before it can produce anything like its maximum power. Never make an adjustment or allow anyone to make one on your carburetor when the motor is cold."

"Now just a word about taking care of a car—Special attention should be paid to lubricating all parts regularly. Do not neglect the grease cups simply because some of them are a

WIRE WHEELS FOR AUTOS WILL SOON DISPLACE PRESENT TYPE

It is predicted by The Automobile that the season of 1912 "will be characterized by the advent of the wire wheel for pleasure-car work." By the wire wheel is meant the type of wheel used in bicycles, wire being employed for the spokes. This type of wheel for motor-cars has been exploited and used to some extent in England for five years, and has recently secured some foothold in America. The writer declares that several of the leading car-makers have quietly stated that next year they will give an option on wheels of either wood or wire. Several companies during the past year have had wire wheels on cars used for testing at factories. A few companies dealing in accessories announce that they already have wire wheels ready for the market. Indeed, "the thin edge of the wire-wheel invasion has been entered." The writer adds that "its progress from now on will be watched with much interest." Of the advantages which are expected to come from the use of this type of wheel the writer says:

"The wire wheel is being introduced into America because of its twofold merit. It is easier on tires than wood wheels and it is stronger. These are two good reasons for its introduction. The question of its being easier on tires was demonstrated in London several years ago when an official test was made of fifty taxicabs, twenty-five of which were shod with wire wheels and the other twenty-five with wood wheels. The tire wear on these fifty cars was observed for a period of several months. All of the vehicles operated over practically the same streets and in practically the same service. At the end of the test it was discovered that the wire wheel showed a tire economy of nearly seventy per cent, as compared with the wood wheel. The results were sufficiently convincing to attract wide-spread attention in Europe.

little hard to get at. Under no circumstances, allow anyone to fill your rear axle housing or transmission with grease as this will surely cause the ball bearings to wear much more rapidly than they should. Use only oil. "Your car must have a reasonable amount of care, and a considerable amount of judgment must be exercised in its use, if you are to receive the maximum service and satisfaction from it. The men who do not give their cars proper attention as to lubrication and grooming, or the men who drive recklessly and carelessly never receive the best service from their cars."

STARTER CONTEST PROPOSED.

Something new in the form of a contest which will involve self-starters is the latest, a challenge having been issued by a self-starter manufacturing company for a match from Chicago to Boston and return for \$5000 a side, the loser to be the one whose self-starter fails to keep the machine going. It is insisted that the batteries and wires be removed, the cranks taken off and the crank hole sealed. The cars carrying the rival self-starters in the contest must be of the same make and model. If a six-cylinder it must have an engine of at least five-inch bore, and if a four, one of five and three-fourth inch bore.

"France saw the merits of the wire wheel and last season lifted the ban on it for the big European road-races. The wire wheel was received with open arms and won out. On one of the hottest days last year it demonstrated its economy on tires in a grueling road-race by showing many additional miles of service. The Frenchman was convinced."

The big tire-economy merit of the wire wheel lies in the fact that the heat generated in the tire is immediately conducted out through the metal spokes, whereas, with the wood wheel, wood being a non-conductor of heat, the heat is all kept in the tire and rim by the heavy wood felloe, and as a result the tire temperature it kept high and the de-vulcanization process is carried out, the tire weakens, and a blow-out follows.

"Repeated tests have shown the great strength of the wire wheel. This was demonstrated at an English factory during the recent visit of several members of the Society of Automobile Engineers in England. The strength of the wire wheel has been demonstrated in several American cities where cars have skidded against the curb on slippery streets. In a recent experience of this nature the axle was damaged but the wheel withstood the shock, only one of the wire spokes being broken and no perceptible malformation worked."

"In addition to reduced wear on tires and great strength, those who have had months of experience in driving cars with wire wheels claim a greater motor flexibility than with the wood wheel. They argue that the light rim weight of the wire wheel makes quicker acceleration possible and that the braking strain is also less. In a word their experiences point to greater ease of operation on the motor, accomplished by reduction of weight at the rim of the wheels."

HOW HORSE IS LOSING GROUND

The Census Bureau recently issued a "preliminary report," dealing with the carriage-and-wagon industry, from which may be seen what inroads have been made by the motors on horse-vehicles in the period of five years elapsing between 1904 and 1909. The report shows that, while the valuation of horse-drawn vehicles did not decline in proportion corresponding to the increase in motor-cars, yet the number both of carriages and wagons fell off approximately 100,000 each.

SIXES GAINING FAVOR.

Originally the six cylinder motor was built to satisfy the demand for greater power and speed and was built in high power sizes only. It no sooner came into use, however, than it was seen that the extra cylinders lessened the vibration and noise and gave the mechanism greater smoothness and flexibility. So that type of engine was speedily demanded for smaller horse-

DEVICE TO CURE SPEEDING HABIT

CHICAGO, May 15.—The city council is investigating a device patented by three Chicago inventors who assert that it will practically do away with automobile speeding. Their proposition is for the council to pass an ordinance requiring the use of their speed alarms on automobiles.

The devices are under lock, and are set by the city officials for any speed limit. When that limit is exceeded a bell rings, and if the speed is continued it will be necessary to drive to the nearest police station and have the "speed alarm" unlocked.

As a means of identification, metal tags bearing the number of the offending automobile are dropped every 100 feet.

The cost is established at \$20 for each automobile.

Numerous makers have recognized this demand and are building sixes in several sizes. One company, the Peerless, makes them in three chassis sizes and provides twenty-five different combinations of bodies, and the Lozier Company announces that hereafter it will build six-cylinder cars exclusively. This is Detroit's first motor company to devote its entire

AUTO AGENCIES REPORT GOOD WEEK AND BRIGHT PROSPECTS

Business has been good in the automobile line during the week according to reports from all of the agencies. The Schuman Carriage Company sent one of the late model Fords to Maui by last night's Claudine, and on Tuesday sent the same model of this popular light car to Lihue, Kauai, for the Garden Island. This progressive paper is offering the car as a contest prize, and much interest has been aroused by the announcement of the splendid trophy. The Schuman people also sold a forty h. p. Celler touring car this week to a prominent trust company man. The machine was supposed to have arrived by the Honolulu, but missed connections, and will probably arrive next week. Two of the popular E. M. F. cars did come to the Schuman Garage by the Honolulu, for stock.

The Royal Hawaiian Garage is making rapid strides in the auto truck business—particularly in placing the popular little Run delivery wagon model. Two of these were sold this week—one to Hyman Meyers, of Wailuku, Maui and the other to Goncalves & Company of this city. "There are more Run trucks on the streets of Honolulu today," declares George Wells, manager of the Royal Hawaiian, "than there are of any other three makes combined." Mr. Wells says he is prepared to back up his statement, which speaks pretty well for the popularity of the Run.

The Royal Hawaiian Garage is expecting during the next two or three weeks, several of the beautiful Reo the Fifth roadsters, and two Premier touring cars. The Honolulu brought to this garage this week, one Reo truck, which will probably be sold today.

AUTOMOBILE NOTES.

A new car to be known as the Henderson and which will sell for \$1200 is being built by the Cole interests in Indianapolis.

For touring some sort of a dust coat sene. Pour the kerosene into the oil or sump is essential to comfort. A crankcase and run the engine for number of coats designed for this service are to be found in the supply stores

among which may be mentioned the English slip-on, the galberine and the rubberized raincoat. White polo coats are very popular for spring wear. Old oil should be allowed to drain from the crankcase about once a month, or every 700 to 1000 miles. Before putting the new oil in, the crankcase should be flushed out with kerosene. Pour the kerosene into the oil or sump is essential to comfort. A crankcase and run the engine for number of coats designed for this service are to be found in the supply stores



Stevens-Duryea

Alignment

Perfect alignment is absolutely essential in a motor-car. Imperfect alignment wastes power, wears out bearings, and strains the mechanism.

With the Unit Power Plant—motor, clutch, and transmission in one continuous housing—the mechanism can only be put together with perfect alignment.

The Three Point Support preserves this alignment, no matter how much the car may be twisted and turned by the inequalities of the road.

The Stevens-Duryea simply cannot get out of alignment—it never has, and it never can.

This is the most important fact about motor-cars. Ask us about it, or send for catalogue.

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Model AA, Six-cylinder, Seven-passenger Touring Car

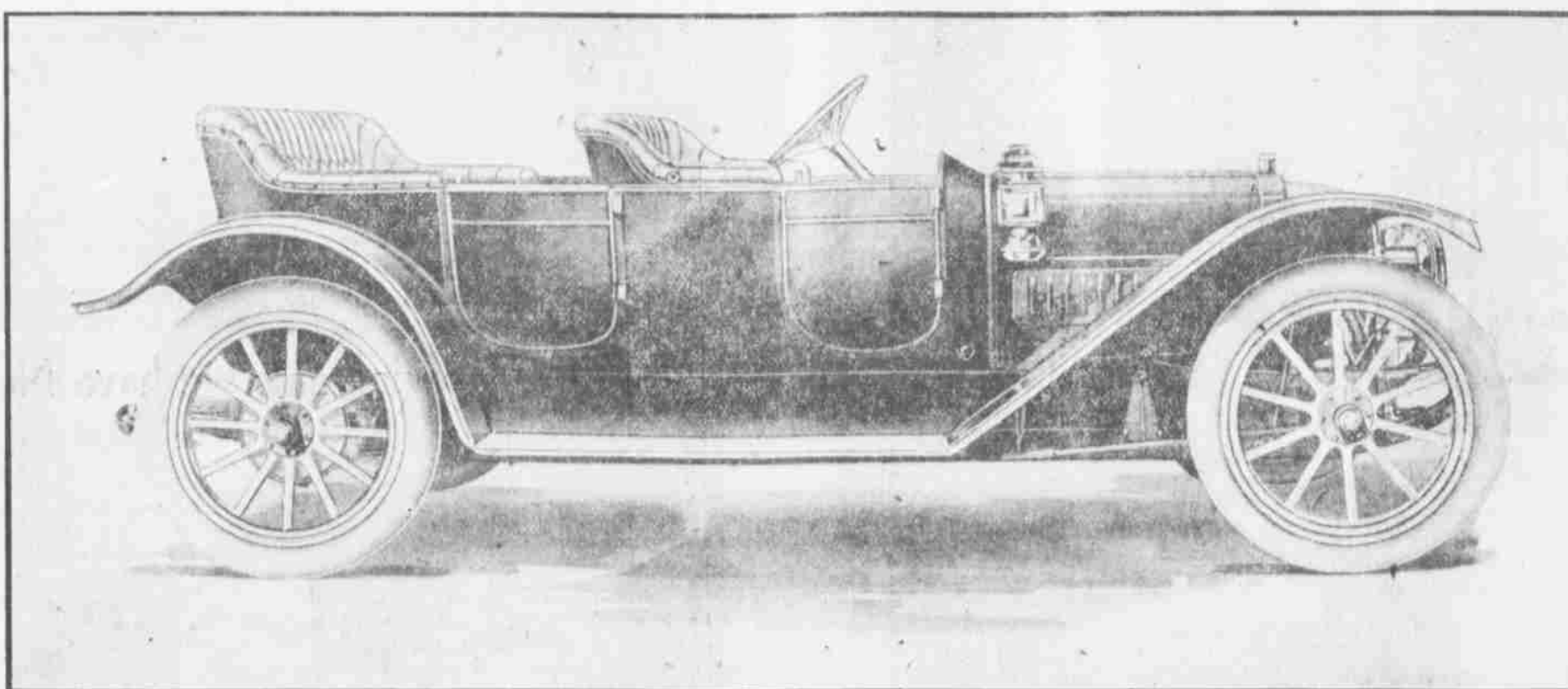
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